DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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Essberger Tankers join E&S Tankers

Stolt-Nielsen new partner in commercial operations

On 9 November 2020, Essberger Tankers and Stolt Tankers announced that they have entered into a joint venture for the operation of their combined parcel tanker fleets trading within Europe. As of 1 January 2021, the new joint venture, named E&S Tankers, will offer customers a combined fleet of 48 parcel tankers ranging in size from 2,800 to 11,300 dwt, trading particularly within the Baltic, Mediterranean and north-western Europe.

"Essberger and Stolt Tankers are strong family heritage businesses with a very good match in their values and business approach. With this joint venture we have combined our vast experience in the parcel tanker market for the benefit of our customers. Improved fleet efficiencies will enable us to invest in the future to remain the preferred long-time partner for our highly valued customers," says Jan Eghøj, Managing Director John T. Essberger. "We are not only pleased that our fleet of 34 tankers will be fully integrated into the joint venture, but also that our experienced staff will continue to work at the E&S Tankers company, located in Hamburg."

Lucas Voss, President of Stolt Tankers, notes: "E&S Tankers will provide enhanced reliability, logistical flexibility, and minimise network inefficiencies across our combined fleets. Furthermore, we expect E&S Tankers to help deliver on our sustainability commitments by reducing CO_2 emissions while providing the continued best-in-class environmental and safety standards our customers expect. Most importantly, I expect the newly formed joint venture to deliver significant cost savings."

How close will this joint venture be? E&S Tankers is a commercial joint venture. The ownerships and the technical management of the vessels remain unchanged. This includes the funnel, colours and names of ships of both companies. SSHEQ, purchasing, accounting and crewing will remain. There will be a new website and there will be new email addresses for operations, chartering and post-fixtures.

What does "located in Hamburg" mean? All commercial operations will be combined in Hamburg. We hope and expect that a number of Stolt-Nielsen colleagues will join us in Hamburg.

What is Essberger trying to achieve with the joint venture? It's the economy of scale. We can do more together, mostly optimise the trading by combining more parcels and limiting ballast voyages. One interesting element: Stolt-Nielsen has been involved in pools in the past but not in this fashion and always as the main player. We are truly building for the future and we are convinced that long-term commitment in E&S Tankers will bring us to the next level for mutual benefit. Meanwhile we received clearance from the Bundeskartellamt so that we go live on 1 January 2021.

Dear members of DAL and JTE, dear readers of our News,

The health-related and economic impacts of the Covid-19 pandemic have deeply affected our lives. The fact that our annual Christmas party had to be cancelled for the first time since World War II is a sad testament to the situation the world and our country are facing. Ever since Covid-19 broke out in Germany in February 2020, science has been focusing on finding a vaccine. Meanwhile there are first rays of hope, and there is a good chance that our lives will start to normalise again once the vaccination campaign is underway.

The effects of the pandemic on business and on the people pose big challenges for our company. The downturn in cargo volumes in the chemical tanker as well as in the container trades is just one such aspect. The immense pressure on our seafarers arising from the worldwide quarantine restrictions is the other aspect.

Today we can say that our company is on an upward swing again. This is the result of a concerted effort of all our staff ashore and at sea. Once again, the morale and motivation born by our company's team spirit have prevailed thanks to decisive action and the ability to innovate. For that, my brother and I thank you whole-heartedly. What were our most important decisions?

By purchasing the 6,600 TEU vessel "Mataquito", which has a high reefer capacity, Deutsche Afrika-Linien once again operate an own vessel in SAECS. The latest "DAL Kalahari" will commence service in February 2021. We shall be free from volatile charter rates for container ships, which are currently rising significantly. The cargo volume in the South African trade is picking up again but has still not reached the level of pre-pandemic times. It is at least a positive sign. The tanker trade is showing signs of improvement. In late summer we had to react to the lower cargo volumes by selling older tonnage, and we laid up two smaller ships.

We will further adapt to the new market demands by eventually building environmentally advanced LNG-powered vessels in China as soon as the economic environment is favourable for us and all travel restrictions are terminated.

The founding of E&S Tankers, the joint venture of Essberger Tankers and Norwegian market leader Stolt-Nielsen, likewise a family-owned and -run company, will significantly improve our commercial options while also benefitting our customers. By selling our bulk carriers, employed in a very difficult market, a big financial burden has been taken off Essberger Dry Cargo's shoulders.

This summer, we also started reassessing our internal structures with the help of external consultants. We have identified a wide range of measures to optimise our processes, i.e. to save costs and to adapt our communication to meet future technical challenges.

This includes further measures to protect the environment and tackling issues concerning sustainability. Our future way of working will be greatly influenced by the rapidly increasing share of digitalisation. Novelist Max Frisch once said: "Crisis is a productive state. You simply have to get rid of the aftertaste of catastrophe." We have learnt a lot from the coronavirus crisis. That is why we should carry on and be productive and optimistic.

I wish all of us ashore and at sea a merry Christmas and a successful New Year. Stay healthy.

Yours Eberhart von Rantzau

Johan Isaksen new Director of Essberger Ship Management

He comes from Norway, has worked in Manila and Rotterdam and spent most of his professional life with tankers

Johan Isaksen, 39, from Bergen in Norway, is the Head of Ship Management of John T. Essberger, having taken over from Hartmut Nickel in December. His entire professional life has been in the tanker business, predominantly managing chemical tankers.

Bergen is known as a city by the water – and under water. There are not many cities in the world where it rains more often. And where there is a lot of water, there are many seafarers. Johan Isaksen's father was a Captain, and his own dream ever since he was a child was going to sea, too. At age 17, he began his practical training on board an 8,000 dwt chemical tanker of shipowners Utkilen.

He reminisces: "Actually, as a trainee I thought I was going to get a rundown of the work routines on board. But, back then, the ship sailed with a crew of just nine to ten men. Every hand was needed. But I was a quick learner and learning by doing was the order of the day. It was hard work!"

After two more years at university, Mr Isaksen started his career as a third officer on a handysize chemical tanker. At the age of 29, he was given his own command of a chemical tanker at Jo Tankers. He worked for Jo Tankers for a total of eight years, five of which in Manila, the Philippines, as Head of Crewing and as Owner's representative for Jo Tankers. "During this time, I got to know the Philippines very well, the country as well as its people, and I enjoyed living there very much," he says.

"Ever since I was a child I wanted to become a Captain"

When Jo Tankers was acquired by Stolt Tankers, a new chapter started in Johan Isaksen's life. He moved to the headquarters of Stolt Tankers in Rotterdam. His work focused on improving the operational efficiency in the tanker trade, giving him the opportunity to familiarise himself with all aspects of the tanker business. And not only that, he also got to know Holland and the open-minded mentality of the Dutch people. His next step was Iver Ships in Breda as Head of Ship Management, managing product and high-heat tankers. The company is a part of the Dutch Vroon group, a maritime conglomerate strongly involved in the offshore industry. In November 2020, Johan Isaksen started preparing for his new job at John T. Essberger.

Mr. Isaksen lives together with his long-time partner and youngest daughter. Two of his older children are still in Norway but are planning to relocate here in Hamburg in summer 2021. So far, he mainly knows Hamburg from when he was still a seafarer. He and his family have meanwhile found a house in Hamburg with a garden near the River Elbe. His biggest passion is travelling to faraway countries with the whole family, with the Philippines still top of his list.

He has already gained some insight into the company John T. Essberger. "My top priority is to get to know the people, both on board and ashore, our vessels, as well as to learn how we do things at JTE. Visiting the ships is of particular importance to me, since that is where we can see how effective we are as a company to deliver a safe and high-quality service. "I'm very interested in the work of the Performance Programme and its results. I used to work on such programmes myself," he adds. Johan Isaksen has drawn some preliminary conclusions: "Safety, reliability and profitability are the key pillars of the company. My first impression is that we have the will and the competence to continue improving our business."

From Bergen to Hamburg: Johan Isaksen, new Head of Ship Management

Collision in Piraeus

Greek minesweeper cut in two/ Investigations are ongoing

On 27 October 2020, at 07.00 h local time and shortly after leaving the port of Piraeus, the "Maersk Launceston" (4,400 TEU) was engaged in a collision with the Greek naval vessel "Kallisto". The 60-metre-long "Kallisto" crossed the bow of the 266-metre container ship and during the collision was cut in two.

The stern section of the naval vessel sank, fortunately only two of her 27 crew were slightly injured. There was no visible damage on the "Maersk Launceston". The "Kallisto" is a former Royal Navy minesweeper built in GRP in 1986 and purchased by the Hellenic Navy in 2001. As to the cause of the accident an investigation was released by the Greek coast guard but has not yet been completed. Unexpectedly, it will be a long process in which each side will have to carefully substantiate its arguments in order to establish responsibilities for the following legal proceedings.

The "Maersk Launceston" was subsequently detained in the port of Piraeus, the containers had to be reloaded and after a guarantee sum of 40 million US dollars was released by the insurance company the vessel was able to resume her voyage.

Our partner Stolt-Nielsen: A family-owned company

With an annual revenue of around two billion US dollars the Stolt-Nielsen group is a leading provider of transportation and storage for liquids, notably of bulk liquid chemicals. It also has an aquaculture division. The company was founded in 1959 by Norwegian entrepreneur Jacob Stolt-Nielsen (1931-2015) who is widely credited as the creator of the parcel tanker concept and is today the largest owner and operator of parcel tankers from 450 to 45,000 dwt. Most of its corporate operations are in the United States, the Netherlands (Rotterdam) and Singapore. Stolt-Nielsen had conceived the idea for a new pump and pipeline system for tank ships which would permit a tanker to safely segregate multiple grades of dangerous chemicals. His ships were called parcel tankers and the trade became known as the parcel trade. The new system improved the cost efficiency of shipping chemicals by over 300 percent.

The Stolt-Nielsen family still owns the controlling interest in Stolt-Nielsen Limited represented by the company founder's son Niels G. Stolt-Nielsen (55) in the position of CEO.

Photo: OMU

Between land and sea: Essberger tanker on the River Elbe. Environmentally friendly innovations and investments are high on the company agenda

Ballast water treatment system ready

Retrofitting of Essberger Tankers fleet will start in April 2021/ Ultra-violet technology made in China

Non-indigenous marine species travelling in ships' ballast water tanks are an undesirable side effect of global shipping. The first scientifically recognised occurrence of such species being transported in ships' water was detected in the North Sea in 1903, when the Asian phytoplankton Odontella appeared. It's a microalga causing a green discolouration of the sea and is well assimilated into our waters. There have been many invasive species identified to date. The most aggressive species affecting the North Sea and Baltic area is the zebra mussel from the Black Sea, very aggressive and easily displacing native aquatic life. The round goby (Grundel) that competes with commercially important native fish also originates from the Black Sea. Another intruder from the Black Sea is the Cladocera water flea feared for decimating native plankton life. Quite well known is the mitten crab (Wollhandkrabbe) from North-East Asia spreading in the sea and rivers, praying on native fish and causing erosion of river banks. The Asian kelp from North-East Asia grows and spreads quickly in our home waters, replacing native algae and marine life.

The danger of invading marine species became more prevalent with the increase in shipping in the late 20th century and the issue was raised for the first time by the International Maritime Organization (IMO) in 1988. Following several years of development, a Ballast Water Management Convention (BWMC) was adopted by the IMO in 2004.

Danger of invading marine species has become prevalent

The IMO and the United States Coast Guard have both adopted own standards to limit values of discharged water quality. Discussions about the unification, and pressure from the maritime industry, resulted in postponing the implementation of rules. Meanwhile ballast water treatment systems are mandatory for newbuilds. While the Essberger Dry Cargo newbuilds have been supplied with ballast water treatment systems right from the start, the Essberger Tankers fleet is about to begin retrofitting, starting in March/ April 2021 with "Johan Essberger" (6,000 dwt) and "Agnes Essberger" (7,900 dwt), followed by "Gisela Essberger" (9,500 dwt) in June. The retrofit programme of the complete fleet will be concluded by 2024. In October 2020, Essberger Ship Management under supervision of Dejan Golub released a ballast water treatment system feasibility study on the "Agnes Essberger" developed in cooperation with specialists from Ship Designers Poland, and for "Gisela Essberger" in cooperation with OceanPro. Onboard inspection and a 3D laser scan of the pump room and lower levels of the engine room were conducted to evaluate the best location as well as to estimate the scope of work required to install the chosen system on board both ships. A total of 90 individual 3D laser scans were done on each ship. The new system will be mounted inside the pump room. A control rack and local control panel will be placed in the engine room and the remote-control panel in the cargo control room on the poop deck. To find space for this equipment and room for maintenance, a part of the fuel tank on the port side must be removed. The volume of the existing tank will be reduced by approx. 13 square metres. A removable platform for maintenance will be built between the second and upper deck.

Dejan Golub is in charge of the development

Over the years of research and development, two main treatment technologies have proven to be able to meet the set standards.

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Inventory of Hazardous Materials (IHM) ready to start

Every material on board needs to be individually documented for every ship

Environmental protection in shipping includes the Ship Recycling Regulation ratified by the EU in 2013: "Pursuant to Article 32 of Regulation 32 (EU) No 1257/2013, the obligation to have on board an inventory of hazardous materials is to apply to existing ships from 31 December 2020, to new ships not later than 31 December 2018 and to ships going to recycling from the date of publication of the European list published in accordance with Regulation (EU) No 7257/2013 which was 16 December 2016."

The European Council has meanwhile reacted to the industry's concerns: due to the impact of the coronavirus pandemic, it has become impossible to meet the Inventory of Hazardous Materials (IHM) deadline by 31 December. As a result, the IHM regulation has been postponed by six months until mid-2021.

At Essberger Ship Management, Captain Bernd Schlarmann, Fleet Manager Essberger Tankers, is responsible for meeting the IHM requirements. He explains what it's all about. "The aim of creating an IHM is to identify all types of materials on board every seagoing vessel listed in the regulation in order to have a detailed overview of the ships' end of life, i.e. when they are scrapped. It must include any dangerous and hazardous materials such as asbestos, cooling agents and various types of other chemicals, heavy metals, radioactive substances, oils and so on. The EU regulation is based on the 2009 IMO Hong Kong Convention on Ship Recycling, which was not ratified by every member state though.

Bernd Schlarmann prepared the IHM

Final certification compliant with the EU is based on an IHM list that needs to be individually created for every ship. Every material on board must be professionally recycled or listed in a special inventory, stating the amount and its location on board. For materials that cannot ultimately be recycled, a management plan must be in place to guarantee the safe handling of such materials. The inventory may only be drawn up by an external, certified company. We have chosen Dutch company KIWA-Oesterbaai for this. Following a preparation period of more than a year, on 8 May 2020 our chemical tanker "Dutch Faith" was the first ship to be certified by a classification society. Meanwhile 20 ships have been certified and 12 ships are in the final phase. Starting on the project early has proven to be very advantageous because the classification societies currently have hardly any resources available anymore.

After the ships have been certified, the individual inventories on board will have to be continuously maintained. All orders of equipment and any retrofits at the shipyard must be assessed and updated. For this we have signed an agreement with Metizoft, who will perform this work on our behalf. The assessment of materials requires a high level of external expertise.

We expect that by year end all the ships in our fleet will be certified and integrated in the continuous maintenance system."

First images of "DAL Kalahari"

On 5 December, the "DAL Kalahari" (ex-"Mataquito", 6,600 TEU) was undocked and proceeded for further repairs to the berth at the Shanghai shipyard. The new flagship shows the traditional DAL colours in light grey with blue writing on her hull. Next destination: Europe.

Ballast water treatment system

(continued from page 3)

Electrolysis technology and ultra-violet (UV) technology. Both technologies have their pros and cons. For retrofitting, Essberger Ship Management has decided to go for the UV version as there are no chemicals or consumables involved in the process, and it functions in all water salinity levels. Good filtration is important for proper UV reactor operation and the lifetime of UV lamps, though cleaning of UV lamps is sensitive.

The supplier is Wuxi Brightsky (BSKY) from China. BSKY developed the first ballast water treatment system (BWTS) to be approved by the authorities of the Chinese government as obtained with the type approval "no active substances". This system adopts the physical method of hydrocyclone filtering and ultrasonic plus ultraviolet sterilisation and has the characteristics of a simple structure, flexible installation, low power consumption, and reliable and stable performance.

The treated ballast water is free of secondary contamination by waste or residual chemicals and will not cause any corrosion or impact on ships or ballast tank structures. The device is also designed for the ship's ballast water control system following the original system, so that the crew can operate the ballast intake and discharge with great convenience without changing the original operating way.

Ballast water treatment system supplied by Wuxi Brightsky from China

"No stone left unturned"

Substantial improvements identified/ Performance Programme enters next phase/by Dr Michael Triskatis

In September 2020, we started our Performance Programme. Over the last few months, the project team closely examined the whole DAL/JTE Group for optimisation potential, and no stone was left unturned.

Both in the liner and chemical tanker divisions, the programme was successful. We found that substantial improvements can be made, which are now being implemented relentlessly. We will thus come out of the Covid crisis in a stronger position than before, we will be better in terms of sustainability and will continue to be a reliable partner for our customers.

As reported, our recent purchase of the 6,600 TEU "DAL Kalahari" makes us more independent of the volatile charter market while also reducing our fuel consumption and adding to the sustainability of our Group. After adapting the organisation of our liner departments, which includes closing our DSA offices in Frankfurt, Düsseldorf and Stuttgart, we will, of course, still be able to offer our customers the same top-quality service they have come to expect of us.

Reducing bunker costs and CO_2 emissions

In the chemical tanker trade, our focus is on reducing the bunker consumption of our fleet, which in turn will decrease the emission of CO_2. Furthermore, we will expand the personnel in this area. These efforts will become even more important after the upcoming joint venture with Stolt – E&S Tankers – since we will be operating a significantly larger fleet from the office in Hamburg.

The implementation phase is now starting and will show how and to what extent we will achieve the goals we set ourselves. However, none of the proposed solutions will be of any use if we do not rigorously apply them.

Latest on Covid-19

Vaccination plans supplied by Essberger Crewing/ One step ahead but no final procedures available yet

Russia: The approved medical centre used by our manning agency said they are working on access to a vaccine so that they can offer a vaccination to our seafarers. The Russian Seafarer Union added that Phase 3 is close to completion and the process will probably start in January. They are currently working on the process of developing a mechanism for recognising seafarers as key workers in the Russian Federation, and if it passes, they will automatically receive the vaccine in the first rows.

Ukraine: According to information from the media, the Ukrainian government expects that the coronavirus vaccine will arrive at the end of the first quarter of 2021. The first doses will be given to people with very high risk of exposure to Covid-19, in particular, healthcare workers, people aged over 65 years and people with chronic illnesses. It may be concluded that Ukrainian seafarers will not get into the priority list. Our manning agency is monitoring the Covid-19 situation.

Philippines: The government declared that once they get the vaccine next year, the first batch that will get vaccinations are the police and military personnel who are manning the checkpoints, and the errand team who are acting as marshals of the Covid protocol and procedure. Then the medical personnel and then the poor families of the Metro Manila, Davao, Iloilo and other hotspot areas heavily infected with Covid-19. There is still no voice for the seafarers but our manager at TOS will send his concerns to the heads at PTC so they can start to weigh in on how we can let the government know and to prioritise our seafarers who are in the face of the pandemic.

The Netherlands: They have set up a working group focused on testing and vaccinating called Werkgroep Testen en Vaccineren as the developments with regard to testing for and vaccinating against Covid-19 are evolving quickly. We joined their first virtual meeting on 4 December to gather some information but are waiting for info if this is conducted in English or Dutch only.

Containers for Doctors Without Borders

Deutsche Afrika-Linien (DAL) are proud to support Triton International's "Triton4MSF" campaign to help raise awareness for Médecins Sans Frontières (MSF) efforts to provide lifesaving medical humanitarian aid programmes around the world. In mid-August, DAL leased five of the Triton4MSF 40 ft high-cube reefer containers and put them into service.

Everybody who spots one of the reefers is encouraged to take a photo and share it using the hashtag #Triton4MSF on social media channels like LinkedIn, Facebook, Twitter or Instagram. For each post, Triton will donate $100 to MSF. For more information, please also visit www.tritoninternational.com/community/triton4msf.

Triton International Ltd is the largest lessor of intermodal freight containers. Doctors Without Borders/Médecins Sans Frontières is an independent international medical humanitarian organisation that delivers emergency aid to people affected by armed conflict, epidemics, natural and man-made disasters, and exclusion from health care, regardless of race, religion, gender or political affiliation. www. doctorswithoutborders.org

When you see one of these colourful containers you help save lives and you can win some money

Whereabouts

December 2020

Ship's name	Master	First Mate	Chief Engineer
Agnes Essberger	Andrey Grzhibovskiy	Viacheslav Leonov	Mikhail Borisyuk
Alcedo	Nicolaas Bruinsma	Albertus Konijn	Gerlof Tijink
Amalie Essberger	Adam Incewicz	Marcin Madry	Vitaliy Kolesnyk
Anneliese Essberger	Peter Troost	Gerben Bosscher	Pieter Pasterkamp
Annette Essberger	David Jones	Arkadiusz Duczynski	Artur Krupa
Ardea	Albert Ten Wolde	Els Impens	Serge Van Der Pol
Birthe Essberger	Gocha Bezhanidze	Wojciech Nowak	Andrzej Szyca
Caroline Essberger	Edgar Roelofsen	Pawel Pawlik	Teunis Oskam
Charlotte Essberger	Boguslaw Gajdowski	Roman Rybin	Sergey Panishev
Christian Essberger	Krzysztof Niedzielski	Robert Halicki	Miroslaw Jaworski
Dutch Aquamarine	Stephanus Frerichs	Walter Bergsma	Jan Sonneveld
Dutch Emerald	Hubertus Meulenberg	Pieter Labee	Hendrik Van Schoonhoven
Dutch Faith	Sander De Bos	Ernst Hendrik Jan Weijde	Sijbren Mollinga
Dutch Spirit	Alex Buren	Onno Smit	Jelle Spoelstra
Ellen Essberger	Adam Krzyzykowski	Adrian Kuzmicz	Dmitry Shcherbov
Elsa Essberger	Lukasz Antczak	Tomasz Kozyra	Aleksey Plyasukhin
Georg Essberger	Marcin Pawlak	Adrian Mariak	Tomasz Kozlowski
Gisela Essberger	Dariusz Swierkosz	Rafal Garbacz	Marek Ptasznik
Helga Essberger	Maciej Randak	Jaroslaw Krok	Pavel Kuzma
Johann Essberger	Enrique Lopez	Juris Jurionas	Oleg Byts
John Augustus Essberger	Jaroslaw Spors	Evgeniy Buzyrev	Saturnino Yuson
Liesel Essberger	Boguslaw Olbrys	Marcin Zietek	Piotr Kret
Lisa Essberger	Albertus Linthorst	Eriks Ciblis	Marten Bosma
Maersk Launceston	Konstantin Kveselevich	Vladimir Lobov	Oleksandr Niskovsky
Mataquito	Jaroslaw Maciuk	Dmytro Stygar	Gleb Kolechkin
Nordic Saga	Ingi Hansen	Francis Paul Parba	Fredrik Hollmén
Patricia Essberger	Grzegorz Kakol	Szczepan Pachula	Grzegorz Topolewski
Philipp Essberger	Deniss Tatarinovs	Tomasz Rembisz	Vitor Belo
Theodor Essberger	Bartosz Selau	Pawel Bula	Andrzej Sullik
Ubena	Ruslan Blazhyyevsky	Angie Mae Cagud	Ilarion Sorin Chirtes
Ulanga	Eugeniusz Naciuk	Rafel Nones	Costica Tuca
Ursula Essberger	Paul Leonard De Ridder	Rik Bolwijn	Stefan Kluijfhout
Wilhelmine Essberger	Nicolaas Van Den Belt	Marcin Szajdecki	Johan De Jong

Aus der Reederei-Familie

Jubiläen

25 Jahre

Jose Antonio Prado Louro, *BSN*, 12.12.1995

Jörn Weidner, *DALSA*, 01.01.1996

10 Jahre

Frank Nießen, *DAL*, 01.01.2011

Besondere Geburtstage

85 Jahre

Peter Reimers, 13.01.1936

80 Jahre

Regine Dirks, 06.01.1941

70 Jahre

Udo Zwöck, 22.12.1950

60 Jahre

Norlito Hortaleza Estepa, *AB*, 09.12.1960

Antonius Cornelis Johannes Nagel, *Master*, 27.12.1960

50 Jahre

Jessie Ballarta Arsaga, *3/E*, 12.12.1970

Roel Sytze Tichelaar, *C/E*, 14.12.1970

Marinus Kroon, *C/E*, 27.12.1970

Peter Rocus Troost, *Master*, 30.12.1970

Neue Mitarbeiter an Land

Johan Isaksen, *Ship Management*

Mirjam Wenzel, *Facility Management*

In den Ruhestand trat

Uwe Müller, *Ship Management*, 01.12.2020

Photo: Andreas Vallbracht

"Mataquito" (6,600 TEU) at her last call in Hamburg. She is currently undergoing a refit in China and will return to Europe under her new name "DAL Kalahari"

Caroline travels on board of "Caroline"

During the summer break Caroline von Rantzau, currently studying at the Munich International School of Management, took the opportunity to spend some time on board the chemical/product tanker "Caroline Essberger" (8,800 dwt). On 19 July, she signed in at Grangemouth, UK, and signed off on 29 July in Kiel. Ms von Rantzau wrote an essay to be published in the DAL/JTE News.

The "Caroline Essberger" crew: Captain Wijnands, CCK Monsalud, 2E Shcherbov, 3E Gruby, MTM Comia, 3O Stroomberg, AB Cabingan, Caroline von Rantzau, Niels Nissen, 3O Estorco, Pmp Pasco, C/O Pawlik, OS Guerrero, CE Kooistra

Caroline von Rantzau

"Caroline Essberger" (8,800 tdw) in the Kiel Canal locks

I was overjoyed when my father Dr Eberhart von Rantzau permitted my boyfriend Niels Nissen and I to travel on board the chemical tanker "Caroline Essberger", the vessel that I was the sponsor of. It had always been one of my dreams to make a trip on such a technically sophisticated vessel. Niels and I very much looked forward to what we might expect on such a voyage.

In preparation for our stay on board it was suggested that we participate in a safety course. We enjoyed this course very much and we learnt quite a lot. It covered general theoretical subjects on shipping and especially safety procedures on board. We found that being able to actively take part was really worthwhile. For example, we had to extinguish a fire and apply the safety rules that we had learnt in theory. The highlight, however, was the ship simulator, where we had to manoeuvre a vessel through the port of Hamburg, an incredible exciting experience.

Well equipped with warm clothing and tablets against seasickness, the adventure finally commenced. On 19 July, we boarded the "Caroline Essberger" in Grangemouth, Scotland. Captain Wijnands and his crew made us feel incredibly welcome. Once on board we immediately felt very much at home and were provided with a detailed explanation of the ship from the bridge to the engine room.

After we had settled in in our cabins and familiarised ourselves with our surroundings, the first practice alarm commenced. On hearing the noisy alarm bells, we dropped everything, collected our emergency gear and quickly assembled on the bridge. On getting there, the lifeboats were readied for evacuation and we were given a demonstration how to put on the skintight survival suits that reminded me of those worn by astronauts. Lastly, we fixed the oxygen masks designed to protect you from extreme smoke conditions. Now we appreciated the importance of these safety exercises, because everything must be faultless in the event of a real emergency.

It is a well-known fact that a voyage at sea combined with fresh air makes you hungry. We looked forward to the meals and were delighted by the superb variety and very tasty food. It was indeed outstanding. We felt from the first day to the last like members of the family and Captain Wijnands looked after us superbly, and we could ask questions on any subject. We learnt how to manoeuvre a ship, were allowed to inspect the tanks, conducted toxic checks and much more. This gave us a wonderful impression of how a chemical tanker functions and what it means to load and discharge a ship of this type.

The days at sea were a wonderful experience, blue sky, bright sunshine and the opportunity to be on the high seas with changing conditions, sometimes calm, and on one occasion even making use of a vomit bag. It was quite special on arrival in Dunkirk, France, when the pilot agreed to us assisting him during the docking operation. The time on board passed ever so quickly and after 11 exciting days we suddenly got back to the Kiel Canal where or voyage came to an end. The Kiel Canal is an impressive structure dating back to the time of Kaiser Wilhelm I. It is an experience to travel through such a narrow shipping lane where you get the feeling of riding through the gardens on either side. At the locks in Kiel-Holtenau we disembarked rather sadly but arranged to meet up again with our captain next year for another trip.

We would like to thank Captain Wijnands and the entire crew of "Caroline Essberger" for the unforgettable experience. All members of the crew made us feel so welcome by allowing us to be part of the team.

For more information on the **DAL/JTE Group** please contact Svante Domizlaff, tel: +49 40 38016-611, email: svante.domizlaff@rantzau.de or the German head office
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"We need to identify our long-term goals and examine our strategies"

Dierk Herrmann explains what "sustainability" is all about and how and why we have to achieve it/ Shipping is required to make its own contribution to make a better world/ Conducting our business with our values in mind

Until 1985, Dierk Herrmann sailed as a Captain on tankers, before switching to the head office of the DAL/JTE Group. In the 35 years that followed, he gained experience in the Operations department of John T. Essberger/Essberger Tankers, headed the Group's SSHEQ and Vetting department, was a driving force in the implementation of quality systems (ISO9001, 14001, 18001, ISM, ISPS,CSM, MLC) and IT projects (e.g. Task Assistant, IMOS), and involved in the integration of the Crystal Nordic fleet at Essberger Tankers. Since April 2020, as the Senior Sustainability Manager he has been in charge of something we have all heard of without really knowing what it means in the shipping industry: sustainability. In our interview with Dierk Herrmann we tried to find out more.

DAL/JTE NEWS: Sustainability – in German "Nachhaltigkeit" – is a term we come across every day in the media. It's all about saving the world and the way we want to preserve it for the next generation. But what does sustainability mean for the shipping industry?

HERRMANN: Correct. Sustainability means enduring into the long-term future. Shipping is a vital part of the world we live in. Shipping is required to make its own contribution to make a better world. Sustainability in shipping refers to systems and processes able to operate and persist on their own over long periods of time. It is built on three pillars: environment, economy and society, guided by good governance.

Economy means cost efficiency

Environment means energy efficiency, environmental protection and compliance of laws and regulations. Economy means cost efficiency, competitiveness, assessing the four main aspects of our business namely strength, weaknesses, opportunities and threats, in other words identifying challenges and opportunities and the involvement of stakeholders. Society means safety ashore and on board, health, code of conduct and social commitment.

DAL/JTE NEWS: How do we approach sustainability?

HERRMANN: We need to identify our long-term goals, examine strategies for achieving these goals and systematically evaluate by using indicators. We need a vision and a mission, a clear and compelling image of the future that defines what DAL/JTE are trying to achieve in the next 5, 10 or 20 years and a strategy how to reach that goal. It is our aim to establish a system that allows indicators to be monitored and evaluated at regular intervals. We should consider sustainability to be an essential part of our Group philosophy.

DAL/JTE NEWS: Noble words, but how can we put them into practice?

HERRMANN: It is more about giving these values a framework, a reminder to keep us following the values we have defined.

DAL/JTE NEWS: Do you mean like the Holy Bible?

HERRMANN: Well, yes, in a way. I would rather say a business bible. Our mission is to conduct our business with our values in mind: loyalty, honesty, integrity, respect, competence and effectiveness. The health and the safety of our employees and customers and the protection of the environment remain core considerations of all our business decisions. You will agree that most of these values are already part of our everyday business. But don't you think it makes sense that all our business partners should also be informed about our policy? In fact, they need to know as much as we do to understand what their policy is. The whole industry is currently implementing the sustainability policy, not only our customers but also the banks are demanding it.

DAL/JTE NEWS: Can you go into a little more detail?

HERRMANN: For Essberger Tankers it reads: It is the policy of Essberger Tankers to be recognised as the first choice of a sustainable, competitive and fair premium supplier. ET is the specialist for anything liquid and the market leader in the European parcel tanker trade. ET always strives to use the most modern technologies to reduce the environmental impact of its activities.

Dierk Herrmann, Senior Sustainability Manager of the DAL/JTE Group

Essberger Tankers will reduce its emission of relative greenhouse gases by 40 percent in the next ten years (baseline 2008). It will encourage the use of renewable energies. Zero incidents on safety. This policy will now be revised and harmonised with Stolt Tankers in due time, and it will be the backbone of the newly established E&S Tankers.

DAL/JTE NEWS: This sounds like a big challenge for Essberger Ship Management.

HERRMANN: It is an ongoing process. The reduction of greenhouse gases, water consumption for tank cleaning, sludge and cargo slop disposal, the introduction of environmentally friendly newbuildings, a zero accidents policy, involvement of customers, competitors, suppliers and authorities are facts. But I'd also like to name some other projects, e.g. digitalisation, UV-spectrometer wash water analysis and age restriction of vessels. These are challenges not only for Essberger Ship Management, it involves every aspect of our Group. Sustainability is all about the future of our workflow. To what extent will working from home be an alternative after Covid-19? How can we improve life in the office? Do we want to establish a canteen in our head office?

Do we need an inhouse kindergarten for the growing number of excellent female staff? Should we supply e-plugs for e-cars in the garage? How can we improve the life of our seafarers on board our ships and integrate them more ashore? At the end of the day not every idea might be practical or feasible. Times are changing, and we must change our attitude to life. Sustainability is an investment in the future, and it will guarantee our survival.